

PAGE 4/4 - RCVD AT 8/11/2005 12:57:03 PM [Eastern Daylight Time] - SVR:USPTO-EFAXF-6/26 - DNS:2738300 - CSID: - DURATION (mm:ss): 03:00  
side of upper pedal to brake, braking locked by lock device of motor to bracket arm of triangle wheel, brake released by driver's button and spring force on FIG. 3 to FIG. 5 of triangle wheel structure Duo, (re-organized - formerly claim # 2)

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor on FIG. 9, FIG. 10, FIG. 6 of triangle wheel structure Duo, (re-organized - formerly claim # 2)

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock device of motor to bracket arm of wheel, brake released by driver's button and rewind spring or using double spinning motor on FIG. 12 of round wheel structure Duo-A, (re-organized - formerly claim # 2)

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, its axis fixing between center and rim of a round wheel, rotating at wheel summit pushing on pedal part to brake, braking locked by lock devices of motor to its inner wheel, brake released by driver's contact and spring force on FIG. 14 of round wheel structure Duo-a, (re-organized - formerly claim # 2)

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, its toothed spindle engaging through gear-nut of frame screwing out pressing on pedal part to brake, braking locked by lock device, released by driver's button and slotted spindle spring force or spring linked to frame on FIG. 16 of screw & unscrew structure Duo-B, (re-organized - formerly claim # 2)

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts brake motor, its axis engaging a tube outlet of frame with grooved end part rotated by a gear of motor, moving axis pressing on pedal part to brake, braking

10

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#### CLAIMS

1. What I claim as my invention is : radar(s) or Detectable devices equipping at rear vehicle functioning the same way for back-driving. Back-driving automatic brake system & Automatic braking system used for equipping in all kinds of motor and engine vehicles, automobiles, cars, trucks, buses, vans, trains, tanks, motor vehicles, motorcycles, airplanes, ships etc., including: (re-organized - formerly paragraph 2)

Sensor(s)/radar(s) or detectable devices equipping in the front (top) of vehicle and at its rear (top) part for detecting to detect at certain a distance between two vehicles or obstruction, sensor(s) sending information radar(s) reacting to switch braking unit/motor on to brake the car automatically to stop its running as soon as once obstruction is detected, (re-organized - formerly paragraph 1)

Installation and using of Detectable automatic braking system in all kinds of motor & engine vehicles, automobiles, cars, trucks, buses, vans, trains, motorcycles, tanks, airplanes, ships, etc., wherein using sensor(s) to detect and to respond by detected result to braking unit to perform automatic braking action, (new)

and braking by pressing or pulling manner, new pedals on FIG. 36, FIG. 37, rubber boot, safety covers on FIG. 35, braking positions against extra brake outlets on FIG. 38, automatic braking pedals L23 to L37 for proper automatic braking use without causing movement of vehicle pedal L shown on FIG. 39, FIG. 40, using their main parts wherein or movement of any other equipments, instruments having braking effect; using movement of force by motor, by air, by wind, by spring, by energy, of air hydraulic/oxygen (unit), of air/liquid pump, of cylinder as nut & piston as bolt with induction coils, etc, braking objects including wheels, spindle, axis, rod, oscillator moving frame, bracket drive and any other objects with same effect, using sensors or any other wire/wireless detectable devices; radars, infrared (detector) lenses, detectors, electronic eyes, lighting sensors, motion sensor detectors, sensor video cameras, etc, having hearing effect against snow, accessories, (re-organized - formerly claim # 2)

Detectable automatic braking system referring to claim 1, wherein once obstruction being detected, sensor(s)/radar(s) or detectable device(s) automatically reacts braking motor rotating triangle wheel to its edge point pressing at the opposite side of upper pedal to brake, braking locked by iron switches of motor to its inner triangle wheel, brake released by switch device and spring force on FIG. 1, FIG. 2 of triangle wheel structure, (re-organized - formerly claim # 2)